

towns of Strathbane and Newton Stewart, a length of about ten miles, are about to be constructed.—Mr. Dargan, the contractor, has proposed to complete the Limerick and Waterford, and to supply funds for that purpose, which the directors have been unable to obtain by way of loan from the Treasury. Engineers are engaged surveying a new line near Caher and Banaha.—The Liverpool, Crosby, and Southport is progressing rapidly towards completion, and will shortly be opened for traffic. The works are about 3½ miles long. The line is continued on an embankment at the Derby Arms, Liverpool, by a skew arch of 30 feet span. The remaining portion of the line to Waterloo is on the surface, over an embankment, and considerable cutting. There is a timber bridge, on piles, at Seaforth, and another between Southport and Waterloo. At Waterloo the only bridge over the line will be constructed. This will be a stone bridge 140 feet long, and two carriage roads (Crosby and Southport) will form a junction over the bridge. There will be stations at Bootle, Merton-road, Seaforth, Marsh-lane, and Waterloo; also at other places not yet fixed upon.—A reduction of fares on the Bucks line has led to an increase of 50 per cent. in the receipts.—In the Court of West-Riding Magistrates, on Saturday week, an Irish hawker was fined 11., with expenses, for violating one of the bye-laws of the Lancashire and Yorkshire Company, in interfering with the comfort of a passenger travelling over their line. The offence was proved by a servant of the company, and the passenger referred to. The defendant was in liquor. One of the magistrates properly remarked, that it was high time annoyance and interference with the comfort of passengers in railway carriages should be stopped. If any similar case was again brought before him, he should inflict the highest penalty, and send the party to the House of Correction for three months, if he did not pay.

—A correspondent of the *Times* says, "Coming up from Guildford this morning by the South-Western, in a second-class carriage, I was somewhat surprised to find in possession of one of the seats a mad woman (with two attendants, male and female), who, I was informed, was being conducted to a madhouse. This woman was raving furiously almost the whole time, and the words she uttered were calculated to disgust any respectable person. There were several ladies in the same carriage. I leave you to imagine their feelings." Now we should like to know what the magistrates would say to such an "interference with the comfort of railway passengers" as this, and whether they would hold those guilty of the sober and deliberate purpose of thus annoying second-class passengers into the purchase of first-class tickets, worthy of "the House of Correction for three months." As regards even the safety of the public, far less their mere comfort, the insane are to be virtually ranked with the order *fera natura*: and it is just about as reprehensible and criminal to coop up the sane with the insane in such a way against the will of the former as it would be to thrust a tiger or a hyena and his keepers, or a mad dog, into a carriage, of whatever class, amongst the passengers. But let it not even be supposed that the last, at least, of these hypothetical cases, would be an extreme one very unlikely to occur: unfortunately it has just occurred; a dog, which turned out to be mad, having been allowed on one of our lines of railway, to enter a passenger carriage, where it ultimately bit a man, who has since died in all the dreadful agonies of hydrophobia.

PEEL MONUMENTS.

In reply to a question in the Commons, the Premier states that the subject of competition in the erection of the Westminster Abbey monument has not yet come under consideration.—A sum of between 2,000*l.* and 3,000*l.* has been subscribed in Blackburn for a monument in that town to the memory of Sir Robert.—At Brighton it has been resolved to form a public library and museum in honour of him.—The Salford subscription now amounts to about 800*l.*, and the committee are thinking of advertising for plans and designs, as they can now rely on more than 1,000*l.*—The Manchester monument is to be a bronze colossal statue mounted on a

pedestal, and placed in the Infirmary grounds, perhaps in the centre of the pond—a fit place for river gods, though even that may be questionable; but why such a statue should be placed in the centre of a pond it is difficult to conceive. By next meeting the committee expected that they would have realized 5,000*l.* The feeling seemed to be decidedly against advertising for sculptors, as "they did not want young artists or cheap artists, but men of the highest character and talent that Britain could produce; and if the money now obtained were not sufficient, more must be procured." The Lords Provost of Edinburgh and Glasgow had been written to amongst others, to gather information as to the form and cost of such monuments. The latter in reply states that the bronze statue of Sir John Moore, in George's-square, by Flaxman, erected in 1811, cost 4,000*l.*; that of James Watt, by Chantrey, about 2,000*l.*; the equestrian statue of the Duke of Wellington, in bronze, by Marochetti, at the Royal Exchange, with pedestal and bronze reliefs, about 10,000*l.* From inquiries made lately, in view of procuring an equestrian statue of the Queen, adds the writer, "I have reason to believe such works may now be obtained at a considerably lower price. The stone column in George's-square, surmounted by a stone statue of Sir Walter Scott, I think cost about 2,000*l.*, and in the town-hall a marble statue of William Pitt, by Flaxman, cost 1,200*l.* The Merchant's-hall statue in marble, by Gibson, of the late Kilmarnock Finlay, Esq., cost about 1,100*l.*" To these particulars we may here relevantly add a few gleaned from a parliamentary return of 1842 as to some of those in Westminster Abbey and St. Paul's. Amongst the former that of Captain Montague, by Flaxman, 1793, cost 3,675*l.*; Captain Harvey and Hunt, by Bacon, 1798, 3,150*l.*; William Pitt, by Westmacott, 1807, 6,300*l.*; Spencer Percival, by Westmacott, 1814, 8,900*l.* In St. Paul's, that of Earl Howe, by Flaxman, 1803, cost 6,300*l.*; Lord Nelson, by Flaxman, 1807, 6,300*l.*; Earl St. Vincent, by Bayley, 1823, 2,000*l.*; Lord Collingwood, by Westmacott, 1811, 4,900*l.*; Sir John Moore, by Bacon, 1810, 4,900*l.*; Marquis Cornwallis, by Rossi, 6,300*l.*; Sir Thomas Picton, by Gibson, 1816, 2,150*l.*; Sir William Ponsonby, by Theed, 1816, 3,150*l.*—A committee has been formed by various noblemen and gentlemen at Edinburgh, to institute some lasting testimonial there also to Sir Robert Peel.

VENEER MILLS.

In the course of Mr. Brunel's experiments with the steam-mill, to improve the process for the sawing of logs of timber, he thought of applying it to the production of veneers, which, before his discovery, were sawn in the usual manner in the pits, but were rudely, as well as expensively, produced; the failures of the sawyers in the production of a perfect veneer being frequent. For two years Mr. Brunel, at considerable cost, carried on his experiments, but only with approximations to success. The saws he first used were straight, and were formed of "a solid plate" of one piece of steel. They were very fine; and, from the heat produced by the friction of the timber, they soon became useless; for in working they "lengthened" and "buckled," and so lost their accuracy of performance. "It buckled sometimes," said my informant, who was, at the time I speak of, with Mr. Brunel, "like the frill of a shirt." On one occasion, when watching the working of his saws, Mr. Brunel took a file, and, as if struck by a sudden thought, "nick'd" the saws in the parts where they "buckled." The machinery was then set e-going, and the saws worked truly, without hitching or irregularity. It then occurred to Mr. Brunel (who was himself surprised, my intelligent informant assured me, at the effect of his simple remedy for the buckling), that saws formed of distinct pieces of steel would be better than those formed of solid plates, and this—when he had given more attention to the subject—led him to apply segment saws, of a circular form, to effect his purpose. These saws were then formed, as they are at present, of different segments of steel, by which any "buckling" or deviation from the nicest accuracy is thoroughly ob-

viated. The first application of the segment and circular saw convinced Mr. Brunel that his discovery was perfected—a conviction which has been justified by a long-tryed result, for up to the present day no improvement, and indeed no alteration, has been introduced into his process, as regards the use of these saws. The first steam-mill established for the sawing of veneers was at Battersea, thirty-four or thirty-five years ago, and was the property of Mr. Brunel and his partners. This mill is still in full operation.

The wood to be sawn into veneers is first carried into the "adzing-room," where men chip the surface with axes, or level it with planes, so as to remove any grit or dirt which might impede the action of the saw. The logs so adzed are then fixed by an application of Scotch glue to a wooden frame with transverse battens, so as to be held fixedly when subjected to the action of the saw. Scotch glue is used in preference to all others. It may not be so strong as marine glue, but marine glue is not affected by water, and for the business purposes of this mill the glue must be capable of being removed by washing, as the part to which it has been applied must be cleaned.

The timber to be sawn is then taken to the room, a large well-lighted apartment in the mill I visited, 120 feet long, 90 feet wide, and of proportionate height. In this room are eight circular saws, from 7 to 17 feet in diameter. There are eleven such saws in use altogether in the mill: the teeth of the 17-foot saw are five to the inch, and the rest in proportion.

The timber, affixed to its frame, is placed on an iron beam, and adjusted to the exact approximation to the saw. The saw is then set rapidly revolving, and the sawyer, assisted by a boy, follows the timber as the machinery carries it along, subject to the fine and dividing edge of the saw: he keeps the teeth of the saw clear from the dust, as far as he can, and closely watches, and in some sort directs, the precise adjustment of the timber to the saw, until the veneer is completed. On my visit a large rosewood tree was being sawn, and the veneers looked like huge dull "watered" ribbons. The strong glowing colours are brought out by [scrapping, &c.] and varnish.

The machinery can cut fifteen veneers in the inch, though eleven and twelve in the inch is the usual demand. The sawyers can saw but little more than six on the average to the inch.

VALUE OF PROPERTY.—In Fleet-street a freehold house and shop let at 450*l.* per annum to a law publisher was lately sold at Garraway's for 10,000*l.*—Part of the London estate of the Marquis of Exeter, which includes the Lyceum Theatre and Exeter-church, with extensive buildings in Wellington-street North, Exeter-street, Catherine and Brydges-streets, and other localities about the Strand, has been sold in 24 lots for about 55,000*l.* The rental of the premises sold is about 3,000*l.*, but estimated at about 4,000*l.* on expiry of leases. The whole estate, so valued at 250*l.* per annum, was in the market when the 24 lots were being bid for by capitalists in active competition.—The entire village of Irtum and part of the village of Corby were sold lately at Garraway's with the rest of the Granham estate, its farms, lands, and livings for 115,000*l.* The estate contains 3,000 acres, and the net rental is 4,000*l.* per annum. The living yields a gross income of 950*l.* per annum.—Hayhill estate, near Newnham, Gloucestershire, was sold for 25,000*l.* It consists of 1,000 acres—estimated annual value, 1,300*l.* A separate lot, the Bear-den, &c., Newnham, fetched 3,000*l.*—Glastonbury Abbey and adjacent land, lately put up by Mr. Cunnock, were bought in at 35,000 guineas.

NAVIGATING THE AIR.—A new old notion on this subject has been revived for the benefit of the French Academy, by an Italian,—no less than a trained band of Brazilian condors to convey him through the air, docile as horses, and swifter than steam. According to the *Atlas*, he has offered to carry the despatches backwards and forwards, between Paris and Frankfurt, upon the occasion of the approaching Peace Congress, to prove his power. Vauxhall or Cremorne should be off in Paris and catch him flying. If he speak true, his birds would draw.